5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MM1

was fortunate to have a medical officer with special knowledge of this branch of medicine.

Lack of replacements and absence of officers on leave threw increased responsibilities and work on the remainder of the Medical and Health Staff.

Welfare

The Welfare Officer for whom provision appeared in the Estimates was not appointed, but a locally born Assistant Welfare Officer was appointed after spending two years in the United Kingdom studying social welfare.

Details of activities of other Government Departments will be found in Part II of this Report under appropriate chapters.

PRISONS

Until the riots broke out in early December there had been a welcome decrease in the prison population. This had amounted to 24 per cent. during the first 10 months of the year, in comparison with the corresponding period in 1946.

At the beginning of the year the installation of an improved system of sanitation throughout the prison, which was begun in 1946, was completed. Increased facilities for the segregation of prisoners were provided, and substantial repairs and alterations to many of the prison buildings effected. The kitchen was remodelled and enlarged.

Throughout the year the health of the prisoners was satisfactory, and discipline well maintained.

ELECTRICITY DEPARTMENT

Two generating sets were completely overhauled by a Metro-Vickers erection engineer.

New sub-stations were erected at Ras Boradli, Maidan Crater, and Maalla.

Shortage of materials prevented any large-scale changeover from overhead to underground cables, but the Maalla area was cleared of overhead high-tension lines to release ground for building purposes.

Further details will be found in Part II.

COMMUNICATIONS

Civil Aviation

During the year the Crown Counsel, because of his personal qualifications, was appointed Director of Civil Aviation in addition to his normal duties.

Negotiations with the Royal Air Force to obtain joint-user rights at Khormaksar resulted in successful agreement. A separate civil enclave will be built at Khormaksar to the east of the Sheikh Othman road, just south of the main east-west runway.

During 1947 temporary licences were granted to Ethiopian Airlines,

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Clairways, and the French Government to operate a number of scheduled local services. Numerous charter flights were allowed.

Port Trust

The activity of the port continued to increase. Receipts under all budget heads were expected to exceed the estimates and, in some cases, by a considerable margin. It is too early to judge what effect the economic crisis may have on the port.

The supply of coal for bunkers continued to exceed pre-war figures by a large margin. The supply of oil-fuel for bunkers also exceeded pre-war figures.

Plans and estimates were undertaken for an extension of Maalla Wharf for lease to private interests and an order was placed in the United Kingdom for a small grab dredger.

Eighteen new harbour buoys were ordered from the United Kingdom and further anchors and mooring chains will be obtained in order to provide additional berths and modernise existing berths; provision is being made to accommodate vessels of greater length. The s.s. *Ile de France* visited Aden on several occasions. She is by far the largest vessel ever berthed at the port, her dimensions being 790 feet in length and over 34 feet in draught.

Posts and Telephones

There was a further increase in post office business during the year and accrued revenue was nearly two and a half times that earned in the last pre-war year.

There was a small increase in the transit mail services on behalf of the Somali Coast countries and Eritrea. Parcel mails in each direction between Aden and the United Kingdom were as extensively used as in 1946, and there was a slight increase in the number of gift parcels despatched from Aden to the United Kingdom.

There was a marked improvement in the frequency and in the time of transit of surface mails to and from India and Great Britain. Steadily increasing use was made of air mail services between Aden and overseas countries.

On 31st March, 1947, the pre-war Empire "All Up" air mail scheme which had been suspended since the outbreak of war in 1939, was abandoned by agreement of all participating countries, and was replaced by a new system of surcharged air mail and light letters. The annual subsidy to the Empire Air Mail Scheme was discontinued and from 1st April payment for the carriage of air mails was made by each postal administration in accordance with prescribed conveyance rates based on weight and mileage.

New air mail postage rates were introduced from 1st July. Substantial reductions were made in the rates for surcharged air mail to all countries and the light air letter rates were retained with a maximum of six annas to Empire countries.

Telephone development was completely checked by the delay in the

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491 3·4 miles having been laid down in 1947, but the majority are in water-bound macadam. There are in addition some 10 miles of streets in the two townships which have not yet been made up.

All bituminous and water-bound macadam roads are kept in reasonable repair, and as and when funds and materials permit, existing "earth roads" are made up. The usual specification is as follows: the carriageway is composed of 4 inches of bituminous macadam in two coats, 3 inches of coarse and 1 inch of fine, on 12 inches of hardcore foundation with 12 × 6 inches of rough chisel-dressed kerbing. Footpaths are of bituminous macadam or cement concrete on suitable foundations.

[487]

The mileage of roads in the Colony is as shown below:

Bituminous macadam roads	*Water-bound macadam roads*	*Unmade roads*	*Total*
30·80 miles	10·40 miles	18·70 miles	59·90 miles

The Development Committee recommended that £200,000 of the surplus funds of the Colony should be used for improving the roads, and £15,000 of this was provided in the 1948–49 Estimates.

The roads are well signposted, and traffic lines painted where necessary. Reflecting road studs are on order, and the use of these will reduce the cost of painting traffic lines. Street lighting is by electricity and the main roads in the built-up areas are well lit.

The maintenance of existing roads and the construction of new roads is carried out by the Public Works Department, and the total expenditure on this account during 1947 was £17,500.

493 The following vehicles have been registered:

	No.
Taxis	196
Omnibuses	64
Private Cars	990
Commercial Vehicles	472
Motor-Cycles	73
Horse Gharries	24
Camel Carts	44
TOTAL	1,863

Figures for bicycles are not available as they are not registered.

AIR

509 There are no internal air services, but two services of the British Overseas Airways Corporation and Clairways connect the Colony with Kamaran, Eritrea, Ethiopia, British Somaliland, Somalia (Mogadishu), Kenya, Sudan, Egypt and the United Kingdom. There is also a fortnightly service between Aden and Riyan (Eastern Aden Protectorate).

The Ethiopian Air Lines run a service between Aden and Addis

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MM1

Ababa or Dire Dawa (Ethiopia), and French Somaliland (with connections as required to Kenya, Egypt, the United Kingdom and U.S.A.). 509

The Indian Airways Ltd. also operated charter flights between India, Aden and Kenya.

SHIPPING

The number of vessels, exclusive of country craft, which entered the port of Aden during 1947 was 2,448 with an aggregate tonnage of 8,937,553. The number of country craft entering the port during 1947 was 2,638 with an aggregate tonnage of 147,577. 505

The following table shows the number, nationality and tonnage of the vessels which entered the port during the year under review:

Nationality	*No.*	*Tonnage*
British	1,417	5,292,683
French	25	214,163
Italian	169	308,248
American	225	1,009,121
Others	612	2,113,338
TOTAL	2,448	8,937,553

POSTS AND TELEGRAPHS, ETC.

There are three post offices in the Colony, two in the Protectorate and one in Kamaran. There are 21 postal agencies in the Protectorate, three money-order offices in the Colony, one in the Eastern Aden Protectorate and one in Kamaran. 205 206

There is no internal telegraph system conducted by Government. Cable and Wireless (Mid-East) Ltd. maintain a cable station in Aden which provides cable communication to all parts of the world. They also operate a W/T station communicating with Mukalla, Seiyun and Kamaran, and also with adjacent countries including French and British Somaliland, Ethiopia, etc.

Number of letters dealt with	2,931,617
Number of telephones	966

Chapter 12: Science and the Arts

ARCHAEOLOGY

Major Myers, the archaeologist who was appointed in 1946 to survey antiquities in the Colony, left Aden in February, 1947. He intends to publish the results of his work as soon as his material has been fully examined. Since his departure the direction of antiquities has been in 172

6:Gt. Brit., Colonial Office G-3 (1948) 1950 MM1 Aden MM1

494

The following vehicles have been registered:

	No.
Taxis	196
Omnibuses	64
Private cars	1,142
Commercial vehicles	279
Motor-cycles	50
Horse gharies	14
Camel carts:	
Water carts	30
Loading carts	55
Bicycles	147

AIR

507

Aden is the centre of a network of air services. Aden Airways, a local B.O.A.C. subsidiary, operates scheduled services twice weekly to Cairo through Djibouti, Kamaran, Asmara, Khartoum, Port Sudan and Jeddah. Weekly services are operated to Addis Ababa and to Nairobi via Hargeisa and Mogadishu. During the summer monsoon there is a fortnightly service to Mukalla in the Eastern Aden Protectorate. Frequent charter flights are undertaken to Mukheiras in the Western Aden Protectorate.

Ethiopian Air Lines operate scheduled services between Addis Ababa and Aden through Dire Dawa and Djibouti. In addition this company undertakes charter flights to India and Pakistan.

Indian Overseas Air lines pass through Aden on charter flights between India and East Africa.

SHIPPING

505

The number of vessels, exclusive of country craft, which entered the port of Aden during 1948 was 2,994 with an aggregate tonnage of 11,818,392. The number of country craft entering the port during 1948 was 2,260 with an aggregate tonnage of 142,858.

The following table shows the number, nationality and tonnage of the vessels which entered the port during the year under review:

Nationality	*No.*	*Tonnage*
British	1,674	7,255,452
French	64	372,093
Italian	212	375,174
American	137	630,171
Others	907	3,185,502
TOTAL	2,994	11,818,392

206 and cabling scheme are installed. Plans to this end are now nearing completion.

205 The following are statistics of posts, telephones and wireless receiving licences :

206

	1949	1950
Number of letters	4,130,000	4,312,000
Number of telephones	1,217	1,338
Number of wireless receiving licences ..	894	904

CIVIL AVIATION

509 Considerable development has taken place in the last year as a result of the British Overseas Airways Corporation's decision to base their Red Sea area services on Aden, and to form a subsidiary organisation under the name of Aden Airways. Aden is now the air capital of the region and regular and reliable services are available to all the surrounding territories. Special pilgrim services are run to Mecca, including direct flights from Mukalla to Jedda.

[157] As a result of agreement reached with the Royal Air Force, a civil airport is being constructed within the limits of the Royal Air Force aerodrome at Khormaksar. The Colony is indebted to His Majesty's Government for an allocation of £56,000 to defray the capital cost of this scheme, the grant being made under the Colonial Development and Welfare Act.

The opening of the Civil Airport has necessitated the appointment of an Airport Manager and staff, and the department is now able to provide a dawn to dusk flight information service for enquirers in Aden.

SHIPPING

505 The number of vessels, exclusive of country craft, which entered the port of Aden during 1949 was 3,901 with an aggregate tonnage of 15,751,064 and in 1950 the number was 4,283 with a tonnage of 17,984,884.

The number of country craft which entered the port during 1949 was 2,199 with an aggregate tonnage of 154,854 and in 1950 1,643 with a tonnage of 128,201.

The following table shows the number, nationality and tonnage of the vessels which entered the port during the years 1949 and 1950 :

1949

Nationality	*Nos.*	*Tonnage*
British	2,244	9,906,420
French	72	372,254
Italian	328	635,014
American	75	328,377
Others	1,182	4,508,999
	3,901	15,751,064

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

505 Port of Aden during 1951 was 4,338 with an aggregate tonnage of 18,715,839 and in 1952 the number was 4,620 with a tonnage of 20,477,679.

The number of country craft which entered the port during 1951 was 1,816 with an aggregate tonnage of 145,916 and in 1952 the number was 1,685 with a tonnage of 130,003.

The following table shows the nationality, number and tonnage of the vessels which entered the port during 1951 and 1952 :

	1951		1952	
Nationality	*Number*	*Tonnage*	*Number*	*Tonnage*
British . . .	2,355	11,115,667	2,381	11,451,779
French . . .	107	569,062	121	628,009
Italian . . .	295	895,565	329	1,153,827
American . .	216	981,976	214	948,655
Others . . .	1,365	5,153,569	1,575	6,295,409
	4,338	18,715,839	4,620	20,477,679

ROADS

[498] There are no railways in the Colony and communication between the townships is by road.

491 The main roads are constructed in bituminous macadam, and the carriage-ways vary in width from 20 feet to about 40 feet. Some secondary roads are similarly constructed. There are about eight miles of streets in the bazaar areas which have not yet been made up. As and when funds and materials permit, existing unmade roads are surfaced.

The Colony has :

Bituminous Macadam Roads	*Water-bound Macadam Roads*	*Unmade Roads*	*Miles Total*
57.20	7.30	11.97	76.47

[494] The total number of licensed vehicles was 3,215.

CIVIL AVIATION

508 There are two airfields in the Colony, Khormaksar, the official airport, and Sheikh Othman, maintained as a stand-by. Khormaksar 509 is controlled by the Royal Air Force which provides the Air Traffic Control, Flight Information and Meteorological facilities.

The construction of a civil airport within the limits of the Royal Air Force aerodrome at Khormaksar was completed early in 1952 and the new terminal building was officially opened by the Governor on 1st May, 1952. Arrangements are being concluded for International Aeradio Limited to instal and operate a Civil Aviation Aeromobile Communication Service and three W/T point-to-point circuits connecting with Karachi and Bahrein, Nairobi and Mogadishu, and Khartoum and Asmara. These services will commence early in 1953.

509 The Colony has been served by five international airlines : Aden

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

509 Airways Limited, Air India International, B.O.A.C., Ethiopian Airlines Incorporated, and Misrair. Aden Airways Limited connects Aden Colony with the Protectorate through its twice weekly service to Mukeiras and weekly service to Riyan, with extensions on alternates weeks to Qatn and Ghuraf. The Company also maintained twice weekly services to and from Cairo through Asmara, Port Sudan and Jeddah, with a weekly stop at Kamaran, Djibouti and Assab. A weekly service was operated to and from Khartoum via Djibouti and Asmara. Another weekly service operated to Hargeisa, Mogadishu and Mombasa. Hargeisa was the final destination of a flight operating weekly through Berbera. Aden Airways flights to Ethiopia operated weekly to Dire-Dawa returning via Djibouti, and twice weekly to Addis Ababa via Djibouti and Dire-Dawa (omitting Dire-Dawa on one outward flight). A weekly service was inaugurated by Aden Airways to Karachi via Riyan and Bahrein but was subsequently withdrawn through restrictions being imposed by the Saudi Arabian authorities on flights across the "Empty Quarter".

Air India International, using Constellation aircraft, operated a weekly service from Bombay to Nairobi via Karachi and Aden without commercial rights on the sector Aden–Narobi. A fortnightly tourist service using Skymaster aircraft on the same route was added in December, 1952.

B.O.A.C. commenced a weekly return service with Hermes aircraft on the route London–Rome–Cairo–Aden–Nairobi in May, 1952.

Ethiopian Airlines Inc. operated a daily passenger/freight service by Dakota between Addis Ababa and Aden via Dire–Dawa and Djibouti with one additional weekly passenger service. After the federation of Ethiopia and Eritrea one of the freighter services was re-routed and another service added.

Misrair commenced operations to Aden with Viking aircraft in May, 1951, maintaining a twice weekly service from Cairo via Asmara calling at Khartoum and Jeddah alternately.

A steady increase has been apparent in the number of civil aircraft landing in the Colony. Landings during 1952 totalled 1,713 compared with 1,498 in 1951.

POSTS

205 There are four post offices in the Colony, two in the Eastern Protectorate and one at Kamaran. There are also 21 postal agencies in the Eastern Protectorate. Money order business is transacted at the four post offices in the Colony, at one in the Protectorate and at Kamaran. The following items of mail were dealt with :

1951	1952
4,958,800	5,723,600

206 An automatic telephone system is in operation in Aden and Sheikh Othman. An overseas radio-telephone service provides communication with the United Kingdom and Kenya and in 1952 the service was extended to certain places on the continent of Europe and to the

is known of the mineral reserves of this region, and most of the local industries are small and primitive. Salt is the chief export of the Colony; tobacco, honey and fish products, of the Protectorates.

The port of Aden is visited regularly by ships from all parts of the world. Within the last few years, the Colony has also become a regional center for air services to Cairo and other cities in the Near East and East Africa. Communications between the Colony and the interior are mainly by roads and caravan trails, supplemented by a coastwise dhow trade. Camels and donkeys are the primary means of transport, but the use of motor vehicles is increasing along the main routes. Roads suitable for motor traffic link Aden Colony with certain population centers in Western Aden Protectorate, and Mukalla with the larger towns of the Hadhramaut and adjacent coastlands. Access to the interior is also provided by military air services. [509]

Food and Nutrition

Aden Colony is a cosmopolitan community, in which a variety of food habits is found among the peoples of different racial and economic groups. With the exception of fish, milk and limited supplies of garden vegetables, all foodstuffs are imported. Undernutrition is prevalent among the poorer inhabitants, and particularly among the transient laborers from the interior.

Food supplies are never abundant in the Protectorate, where cultivation is restricted by the nature of the terrain and the scarcity of water in many areas. Anything which interferes with normal production, such as droughts or an invasion of locusts, may result in local food shortages, often approaching famine conditions. The Hadhramaut was seriously affected during the widespread drought in 1943, and children were evacuated from some of the famine areas to relief camps in Mukalla.

The average Arab diet is simple, while that of the pastoral tribes is almost invari-

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